I was rather taken by the new version of the Fiat G.18, a Douglasian monoplane now graced with two Fiat 80 RC 41 two-row engines which confer a top speed of nearly 250 m.p.h. With its constant-speed airscrews this machine seems a very useful type for certain classes of work. Its load is 7,930 lb.

Of similar power (480 h.p. supplied by two Argus or Hirth engines) the Ago Kurier and Halle FK.104 light transports or rich man's tourers represent the latest German practice in the construction of comparatively small "twins." With top speeds of the order of 200 m.p.h. they should be excellent propositions for feeder line work. The Kurier is the more striking of the two, with its sharp dihedral on the outer wing panels and its wide retractable undercarriage.

The small civil trainers and tourers exhibit no momentous aerodynamic advances, though on the whole they are not so stereotyped as the military machines. There is the Whitney Straight demonstrator, ferried out by Mr. Gordon Marshall (still there is nothing in its class quite as good as "Straight"), the Messerschmitt Taifun and a single-seater Tipsy with a roof. The original idea was, I gathered, to show the two-seater Tipsy but this, having flown over the Alps, came down rather heavily at Milan and was in no fit condition to be shown. A Whirlwind-Stinson was promised, but had not arrived while I was in Milan.

The Gotha works are presenting a new high-speed single-seater, with Argus As 10C engine and a speed of about 213 m.p.h., which is rather disappointing in view of the fact that it has about 40 h.p. more than a Mew Gull.

I was attracted particularly by the Breda 79S four-seater high-wing tourer with a speed range from 47 to 160 m.p.h. and interconnected slots and flaps. The version on view has the German Argus engine in place of the Alta formerly fitted.

The Arado Ar.96 high-performance trainer should, perhaps, have been dealt with as a military model for special emphasis has been lain on its aerobatic qualities. It does 186 m.p.h. with the 240 h.p. Argus and bears quite a striking resemblance to the latest German fighters.

The Nardi Brothers, who specialise in light tourers and trainers for people who like a bit more speed than is usually demanded, are putting up their 200 m.p.h. F.N.305 fighter-trainer (Alfa Romeo or Walter), and the two-seater touring version of the same design. These types are quite well known by now, but the Nardis have other shots in their locker, notably the F.N. four-seater tourer with 200 h.p. Fiat engine.

The Societa Aeronautica Italiana display their little two-seater mid-wing S.A.I.3 tourer which at least has the virtue of originality and the S.A.I.2S four-seater cabin machine which, in spite of the fact that it has only 186 horses, should do more than the 130 m.p.h. which is published for it.

The dainty little Magni Vale must have gained for Italy a record in a special category—for appearing at more aero shows than any other aeroplane, despite the fact that, to the best of my knowledge, few, if any, have ever been sold. For those interested in this not unappealing single-seater sport trainer it does 155 m.p.h. with a 130 h.p. Farina radial in a special Magni cowling.

A delicate-looking Zlin XII light monoplane with 45 h.p. Persy has been brought over from Czechoslovakia. Its designer seems to have done quite well with the power at his disposal for it will do about 100 m.p.h.

Flaunting Convention

Of course, there are the machines which, justly or unjustly, are called freaks. The less freakish one of the pair on view—the Lombardi light pusher monoplane—seems to be a somewhat crude attempt to carry on the Hammond Y theme. The engine is a 110 h.p. Alfa and there are two seats. The second, and much more bizarre effort, is the SS3 device, conceived at Guidonia, which worthy establishment, according to some unqualified observers, should have known better. The designer was Eng. Sacchi, who has put his surfaces and power plant in such positions as to make it a matter of some difficulty to judge if the SS3 is flying ahead, astern or crab fashion. But there may be quite a good deal in this tail-first pusher.

Of the accessory and incidental exhibits I have space to say nothing here except that the whole display, particularly that by the Italian Regia Aeronautica, was superb.

One noticed among British names the following: Automotive Products, Arthur Balfour, Blanchard Machine Co., Broom and Wade, Cambridge Instrument Co., Cooke Troughton and Simms, Negretti and Zambra, Smith's Aircraft Instruments, G. B. Stone, Super Oil Seals, Thos. Firth and John Brown, Vacuum Oil Co., and Vickers Armstrong, Ltd.

(*Concluded on page 363*).

ROBERT JOHN WAIGHT

IT is with deep regret that we record the death, in a flying accident on October 1, of Mr. R. J. Waight, the senior test pilot of the De Havilland Aircraft Company. When the accident occurred he was making a circuit of the aerodrome at Hatfield in the little T.K.4 preparatory to a practice run around the course which he was to use for an attack on the 100 km. class record.

Until all the evidence has been carefully sifted it will be impossible to do more than make a surmise at the cause of the tragedy. The fact that the machine was seen to "ripple" momentarily and then to make a steeply banked turn towards the large field in which it crashed, suggests that Mr. Waight was doing all he could, in the few seconds available, to prepare for a forced landing, and an examination of the wreckage and of the machine's track marks tended to bear this out. It will be some small consolation to those who knew him well to think that, in the last few seconds, he should be quickly and calmly preparing to save the machine. Mercifully, death must have come instantaneously.

Always imperturbable and ready for any emergency, Bob Waight was everything that a test pilot should be, and he had a knowledge of the machines and engines in his charge which enabled him to fly always with his brain as well as with the inborn manual skill of the true pilot. His essential imperturbability could not be more adequately shown than on the occasion when, through some refuelling miscalculation, all four engines of an 86 faded out over Epping or thereabouts, and he forced-landed the machine on Broxbourne aerodrome. So normal and unexciting was the approach that a radio expert, who had been working on the equipment, stepped straight out and walked away to fetch some other spanner which he required—thinking that he was at Hatfield again. It was typical of Waight that, in telling this story to us a few weeks ago, he should have stressed the humour of the radio expert's surprise, and the fact that fuel had to be bought, for once, "outside," rather than that a very difficult and frightening forced landing approach had been successfully carried out.

His considerable knowledge was the result not only of long training, but of a real interest in his job. Born on October 4, 1909, he was apprenticed to the D.H. Company in May, 1928, obtaining his "A" and "C" G.E.'s licences in March, 1931. He started to fly early in 1932, obtained his "A" licence within a month and his "B" licence in December, 1933. His logbook showed a total of about 2,150 hours, and he was appointed chief test pilot to the company just two years ago.

Flight offers its sincere sympathy to his wife and daughter and to the De Havilland Company in their loss.